

COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S
WATERPROOF CLOAKS,
CHRISTIE'S TWEED CAPS,
C O L L A R S
(ALL SIZES AND SHAPES)
TRAVELLING TRUNKS,
&c., &c., &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

"ODOL"
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 425

日四十月七年二十二緒光

SATURDAY, AUGUST 22, 1896.

大拜禮 號二十月八年英港香

THIRTY DOLLARS
PER ANNUM.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$ 6,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.,—Chairman.
St. C. MICHAELSEN, Esq.,—Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.,—J. Kramer, Esq.,
G. B. Dodwell, Esq.,—D. R. Sassoon, Esq.,
M. D. Ezekiel, Esq.,—R. Shewan, Esq.,
R. M. Gray, Esq.,—N. A. Siebs, Esq.

CHIEF MANAGER:
HONGKONG: T. JACKSON, Esq.
SHANGHAI: J. P. WADE GARDNER, Esq.
LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED
On Current Accounts at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager,
Hongkong, 15th August, 1896. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ Per
Cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1896. [32]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,185,000
PAID-UP.....£ 585,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....3½ per cent.
" 6 ".....3½ " "
" 3 ".....3½ " "
J. W. R. TAYLOR,
Manager, Hongkong,
Hongkong, 7th July, 1896. [18]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....£1,000,000
Subscribed Capital.....£ 500,000
HEAD OFFICE:—HONGKONG.

COURT OF DIRECTORS:—
D. Gillies, Esq.,—Chow Tung Shing, Esq.,
H. Sutherland, Esq.,—Kwan Hoi Chuen, Esq.,
Chan Kih Shan, Esq.,—
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£300,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£300,000
RESERVE FUND.....£325,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.
" 6 ".....3½ " "
" 3 ".....3½ " "
T. H. WHITEHEAD,
Manager, Hongkong,
Hongkong, 16th September, 1895. [15]

Notice of Firms.

NOTICE.

WE have this day OPENED a BRANCH
of our FIRM in YOKOHAMA for
Business in RAW and WASTE SILK, &c.,
and have Authorized Mr. H. BENT to Sign
per Procuration.

HERBERT DENT & Co.
Canton, 15th August, 1896. [1294]

NOTICE.

I HAVE this day commenced Business as a
GENERAL COMMISSION AGENT.
W. SHERMAN.
Hongkong, 20th July, 1896. [1149]

Intimations.

THE PHARMACY.

TANSAN, TANSAN,
TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
[605]

JUST RECEIVED ANOTHER CONSIGNMENT

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of THE FINEST QUALITY.

In 1lb, 1½lb, and 3½lb. TINS. RETAIL PRICE...£1.20, 60c. and 30c.

THE HONGKONG BUTCHERY,

CENTRAL MARKET.

J. TATAM,
PROPRIETOR. [40]

INSURANCES.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have this day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896. [742]

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1854.

CAPITAL.....£2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,000
NET ANNUAL FIRE PREMIUM.....£ 757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [910]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [134]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL, TAELS 600,000 } \$533,333.33
EQUAL TO }
RESERVE FUND } \$312,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq.,—LO YUEK MOON, Esq.,
LOU TSO SHUN, Esq.,—

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1895. [45]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 26th May, 1896. [37]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEET-
ING OF SHAREHOLDERS will be held in
the OFFICES of the COMPANY No. 14, PRAYA
Central, on MONDAY, the 24th August, at 3
o'clock P.M., for the purpose of receiving the
Report of the Directors and the Statement of
Accounts for the 30th June, 1896.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 24th
August, both days inclusive.
By order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 3rd August, 1896. [1214]

NOTICE.

NOTICE is hereby given that on the
16th day of June, 1896, HERMANN
FRIEDRICH MEYERINK, of Hongkong,
MERCHANT, applied to His Excellency the
GOVERNOR under the Provisions of Ordinances
Nos. 16 of 1873 and 20 of 1895, for leave to
register Three TRADE MARKS in the Register
of Trade Marks in his own Name.

The said Trade Marks will be used in respect
of COTTON THREAD and REELS OF
COTTON THREAD. Specimens of the Marks
may be seen at the COLONIAL SECRETARY'S
OFFICE upon application.

Dated the 23rd day of June, 1896.
H. L. DENNIS,
Solicitor for the said
HERMANN FRIEDRICH MEYERINK.

For Sale.

FOR SALE.
ONE-THIRD INTEREST in the EAST
POINT DAIRY FARM COMPANY.
For Particulars, apply to
A. RUMJAHN,
Manager.
Hongkong, 15th August, 1896. [1295]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	CAPTAINS	TO	RAIL	REMARKS
JAPAN, &c.	Canton	A. G. Cuhlt, R.N.R.	About 25th Aug.		{ Freight or Passage. (Passing through the Inland Sea.)
LONDON, &c.	Ravenna	E. Street	Now, 27th Aug.		{ See Special Advertisement.
JAPAN	Anconia	W. D. Mudie	Now, 28th Aug.		{ Freight or Passage. (Passing through the Inland Sea.)
LONDON	Formosa	R. A. Peters	About 2nd Sept.		{ Freight or Passage.
SHANGHAI	Rohilla	F. N. Tullard	About 6th Sept.		{ Freight or Passage.
LONDON	Shanghai	J. Cowle, R.N.R.	About 16th Sept.		{ Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent, [43]

Hongkong, 22nd August, 1896.

MONTHLY RATES FOR
AT H.K. HOTEL

BREAKFAST\$12.00
DINNER15.00
DINNER20.00
ALL 3 MEALS41.50



"EXTRA SPECIAL FINEST LIQUEUR."

A fine Malt Whisky thoroughly matured, has the largest
sale and is the most popular brand of
Scotch Whisky in the Far East.

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 15th August, 1896. [39]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG,
A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN at 1 P.M. DINNER at 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOM.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL. [42]

Hongkong, 27th July 1896

THE CLUB HOTEL HOTEL METROPOLE.

5, BOND, YOKOHAMA. 1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Guides under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [1160]

THE "BUGLE" BRAND. BASS PALE ALE, GUINNESS EXTRA STOUT.

BOTTLED BY
M. B. FOSTER & SONS, LTD.
The Largest Shippers of Bass Pale Ale in the World.
L. C. & Co. are now introducing to this Market two brands of first class Whisky,
which they advise all consumers to try.

THE N. B. WHISKY, LONG JOHN WHISKY.

This is a Splendid Blend, mellow and smooth,
10 YEARS OLD—Price per Dozen...\$12.
The "Dry of Ben Nevis"
from the Far Famed Distillery at Fort William,
5 YEARS IN WOOD—Price per Dozen...\$14.
LANE, CRAWFORD & CO. [77]

Hongkong, 17th August, 1896.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED
BY BELL'S ASBESTOS CO.

THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.

ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE
IN QUALITY AND PRICE.

ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c

W. JACKSON,
Manager.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON.

PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo
boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.
[1050]

W. POWELL & CO. NEW LACES. NEW MILLINERY. NEW RIBBONS.

W. POWELL & CO.
Hongkong, 22nd August, 1896. [1004]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

THE STORY OF NATIONS SERIES, \$1.50 Each. Bohemia, by C. E. Maurice. Japan, by Murray. West Indies, by Rodway. Australian Commonwealth, by Tregear. Moors in Spain, by Lane-Poole. The German Emperor, by Hanney. Dundonald, by Fortescue. Pope Leo XIII, by Justin McCarthy.	Stamboloff, by Ecdamas.....\$ 1.25 Joseph Chamberlain, by Jeyes.....1.25 Earthly Paradise, by Morris.....1.50 Chokes Edition. Dictionary of Phrase and Fable, by Dr. Brewer (New Enlarged Edition) ... 1.25 The Century Atlas and Gazetteer 2.00 The Heart of a Continent, by Young- husband 1.75 Dobner's Law of Storms 1.00
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MANZANILLA A LIGHT DRY SHERRY

EXCELLENT QUALITY.

TRADE MARK. Per 1 dozen Bottles.....\$9.00
YUEN WO. A large stock of SHERRIES on hand at from
\$7.00 to \$30.00 per Dozen.

TELEPHONE, No. 135.

GANDE PRICE & CO., WINE AND SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 14th August, 1896. [429]

EXPLOSION IMPOSSIBLE. IASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.
Engine will be shown and full particulars be given on application.

SCHIELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of a "don. plain".....\$35 per case.
do " " " ".....\$33 " "

SHEWAN & Co.,
Agents. [305]

Hongkong, 15th June, 1895.

Today's
Advertisements.

TO LET.
HOUSE No. 7, "DES VOUX VILLAS"—
PEAK, containing SIX BED-ROOMS
AND SIX BATH-ROOMS.
HOUSES Nos. 1 and 2, BRACONFIELD
ARCADE, facing PARADE GROUND.
ROOMS in BRACONFIELD ARCADE.
HOUSES Nos. 8, 11 and 22, BELILIOS
TERRACE.
GODOWNS in DUNDRELL STREET.
Apply to
BEILIOS & Co. [1325]
Hongkong, 22nd August, 1896.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA."
Captain Robson, will be despatched for the
above Ports on TUESDAY, the 25th instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 22nd August, 1896. [1320]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY.
(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NEWCHANG,
TIENSIN, HANKOW AND PORTS on the
YANGTZE.)
THE Company's Steamship

"GLAUCUS."
Captain Barwise, will be despatched as above
on TUESDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd August, 1896. [1323]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"MYRMIDON."
Captain Gardner, will be despatched as above
on WEDNESDAY, the 26th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd August, 1896. [1288]

NIPPON YUSEN KAISHA.
FOR SHANGHAI, CHEFOO, JINSEN
AND NAGASAKI.
THE Company's Steamship

"SATSUMA MARU."
Captain F. L. Sommer, will be despatched for the
above Ports on WEDNESDAY, the 26th instant,
at 2 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd August, 1896. [1321]

NIPPON YUSEN KAISHA.
FOR KORE AND YOKOHAMA.
THE Company's Steamship

"HIROSHIMA MARU."
Captain C. A. Anderson, will be despatched for the
above Ports on THURSDAY, the 27th
instant, at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd August, 1896. [1322]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship

"KANSU."
Captain Sumner, will be despatched as above
on THURSDAY, the 27th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd August, 1896. [1324]

JAVA, CHINA, JAPAN LINE OF STEAMERS.
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.
S.S. Germania [To JAPAN] [Sept.]
S.S. Carthage [To JAPAN] [October]
S.S. Carthage [To JAPAN] [Nov.]
S.S. Carthage [To JAPAN] [Sept.]
S.S. Carthage [To JAPAN] [October]
S.S. Germania [To JAPAN] [Nov.]

General Agents for China & Japan,
LAUTS, WEGENER & Co.
Hongkong, 22nd August, 1896. [1325]

DAKIN, CRICKSHANK & COMPANY, LIMITED.
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear comparison
with the best English Manufacture.
Special terms to HOTELS, CLUBS, Messes and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 3rd May, 1895. [127]

Intimation.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best English Machinery, embody-
ing the latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Empties
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SALTZ WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
grassy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 4th July, 1896. [1326]

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 22, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

TURKEY AND GREECE.

LONDON, August 20th.

The Porte has informed the Embassies that
unless the landing of Greek Volunteers and
munitions of war at Crete is stopped, relations
between the two countries will be severely
strained.

MORE ATROCITIES!

Athens papers state that Bash-barons, in
uniform, have massacred sixty Christians,
mostly women and children, in Macedonia.

(From Bangkok Observer.)

WHAT REUTER DOESN'T TELL US.

GENERAL ("CHINESE") GORDON.
LONDON, August 9th.

Li-Hong-chang has decorated General Gordon's
statue in Trafalgar Square, and the
cenotaph in St. Paul's Cathedral, with superb
wreaths.

THE IRISH LAND BILL.

LONDON, August 9th.

The Irish Land Bill has passed through Com-
mittee of House of Lords. It is understood
that the opposition has been broken owing to
Lord Salisbury privately threatening to re-con-
sider the position if again defeated on any
important amendment.

THE UGANDA RAILWAY.

LONDON, August 10th.

The railway bridge connecting the island port
of Mombasa with the mainland has been opened,
and the line itself is progressing at the rate of
half a mile a day.

THE TSAR'S TOUR.

LONDON, August 10th.

The Tsar and Tsarina have decided to visit
Vienna at the end of August. They will then
go on to Berlin to meet Emperor William,
and afterwards to Darmstadt, Bismarck, and
Paris, where they will stay one week. The
Parisians are delighted.

THE CRETAN DIFFICULTY.

LONDON, August 11th.

ANOTHER TYPHOON!

Senior José de Navarro, Spanish Consul at
this port, has courteously favoured us with
a copy of the following telegram received from
Manila:—

"MANILA, August 21st.
5.15 p.m.

"There is another depression in the Pacific to
the E.N.E. of Manila."

The Observatory officials report to-day as
follows:—On the 22nd at 11.25 a.m.: Pressure
has given way moderately in Japan, and slightly
along China coast, but is still above the normal
in both districts. At Solinao the barometer is
almost steady and continues about 0.1 inch in
defect. Pressure remains deficient in a trough
area in about 16 deg. lat., lying across the
China Sea and extending to the Pacific.
FORECAST:—Moderate E. and N.E. winds; fair.
At 4 p.m. to-day the barometer read 29.77.

LOCAL AND GENERAL.

H.M.S. Dolphin left to-day for Amoy.

The King of Siam returned to Bangkok, from
Java, on the 18th inst.

"VISITOR." Your letter should be addressed to
the paper that made the statements you refer to.

"OBSERVER." Your interesting letter re the
Military Mutiny is unavoidably held over till
Monday.

A CHILDREN'S service will be held at the Peak
Church at 5 p.m. to-morrow. Hymns—329, 183,
335 and 331.

We invite attention to the correspondence re
the monstrous "disc" in cable rates published
in another column.

The Foochow Echo announces that Mr. Gustav
Slemmons has been appointed full Consul for
Germany at Foochow.

An organ recital will be given in the Roman
Catholic Cathedral on Thursday, the 27th inst.,
commencing at 9.15 p.m.

Mr. P. A. DMITREVSKY has been appointed
Consul-General for Russia at Shanghai and
assumed duty in the Model Settlement on the
17th instant.

A GENERAL meeting of members of the Chamber
of Commerce will be held shortly to discuss,
and take action in connection with the recent
action of the Cable Companies in raising their
rates.

The Gymkhana meeting held this afternoon
was a great success. There was a good attend-
ance of the general public, the events were well
contested, and the arrangements admirably
carried out.

No cases of plague to-day. Seven cases for the
week, including the five Indians from the Hong-
kong Regiment. There have been no fresh
cases since Wednesday, and all the Indian
patients are doing well.

MR. JOHN ANDREW'S claim against the Chinese
Government (amounting to \$2,182.52) for wrongful
detention at Wuchow has at last been paid.
Good! But when are we going to have the
West River opened to foreign trade?

We are glad to note that the Chamber of Com-
merce is taking active steps to induce the Gov-
ernment to abolish the special Gap Rock Light-
house rate, for the continuance of which they
fail to see the least justification. It should
have been abolished long ago.

We have to thank the Secretary of the Chamber
of Commerce for forwarding to us this afternoon
copies of the correspondence read at the last
meeting of the Committee of the Chamber. We
have done our utmost to find space for the most
important portions of the letters, but are reluctantly
obliged to hold over some of them till Monday.

MR. ERICH GORDON, in his weekly *Share List*
issued at noon to-day, says the past week has
been a comparatively quiet one so far as the
volume of business put through is concerned,
but rates have kept firm in most
instances. Hongkong Banks have been
done up to 185 per cent. premium for the
31st, closing steady. Other banks are
unchanged. Marine Insurances have been ne-
glected, but Hongkong Fires have strengthened
somewhat, closing with buyers at \$33.25.

Steamboats and Indo-China have ruled rather
weak, while China and Manilla are wanted at
\$71. China Sugars have improved to \$14.14,
steady at the close. No other business doing.
Dock shares, Wharves, Warehouse, and
Amoy Docks have all been dealt in at
slightly increasing rates. Hongkong Lands,
Kowloon Lands and West Point Lands
are firm with buyers, but no transactions have
been carried through, except in Hongkong.
Hongkong Hotels are in demand at \$19.30.
Hempsters are on offer at \$9. Ropes have been
sold at \$12.50, Ices at \$10.50, and Fenwicks,
which are in strong demand, at \$31, closing
at \$32.50.

ONE of the pressing needs of tourists
visiting this colony has for years past
been a map of Hongkong and a
handy programme of walks and excursions
with a short and well arranged vocabulary.
This long-felt want has now been supplied
by Mr. R. C. Huxley, who deserves every
credit for the satisfactory manner in which
he set about and accomplished the task.
This *Tourist's Map of Hongkong* is, we
believe, merely the forerunner of a *Tourist's
Guide to the Colony* and all places of interest
and importance in the vicinity. Once in pos-
session of the map and the information that
accompanies it the stranger will no longer be at
a loss to know what to do with himself here and
therefore, as so many have done, bundle out of
the place almost as soon as he has stepped ashore
in this famous outpost of the greatest Empire
the world has yet known. On the contrary, it
is now more likely that the majority of visitors
will stay here a week or two and with the aid
of Mr. Huxley's useful little work, thoroughly
"do" the place with comparative ease and with
the certainty that nothing worth seeing has been
missed. If Mr. Huxley's profit from the sale of
his booklet is commensurate with its merits
he will have no cause to regret the time and
labour devoted to the work.

THE IRISH LAND BILL.

LONDON, August 9th.

The Irish Land Bill has passed through Com-
mittee of House of Lords. It is understood
that the opposition has been broken owing to
Lord Salisbury privately threatening to re-con-
sider the position if again defeated on any
important amendment.

THE UGANDA RAILWAY.

LONDON, August 10th.

The railway bridge connecting the island port
of Mombasa with the mainland has been opened,
and the line itself is progressing at the rate of
half a mile a day.

THE TSAR'S TOUR.

LONDON, August 10th.

The Tsar and Tsarina have decided to visit
Vienna at the end of August. They will then
go on to Berlin to meet Emperor William,
and afterwards to Darmstadt, Bismarck, and
Paris, where they will stay one week. The
Parisians are delighted.

THE CRETAN DIFFICULTY.

LONDON, August 11th.

The Russian press condemns the German
attacks on Lord Salisbury for declining to join
in the blockade of Crete. The Russian papers
declare that such a blockade would be futile
unless applied equally to Turks and Christians.

(From *L'Avantur de Tunis*.)

SHARLING AGAIN!

PARIS, August 19th.

The Russian Press, commenting on Cretan
affairs, says that the Powers will act in Crete
without the co-operation of Great Britain, who
seems to be anxious to separate herself from the
European Concert. The Russian papers remind
England that she must not forget the question
of Egypt.

LORD WOLSELEY is reported to have "taken
back" the grossly offensive remarks about the
Indian Army (referred to in recent issues of this
journal) which he never had the slightest cause or
justification for giving utterance to. He
knows next to nothing about the Indian Army,
and he was foolish to try to belittle it.

A BICYCLE NOT A VEHICLE.
ONE of the Scotch Judges recently gave a deci-
sion on life insurance of much interest to
cyclists. A periodical accommodated its sub-
scribers with insurance policies on the coupon
footing, and a cyclist, who was killed while out
riding, held a coupon for £1,000. Payment was
refused on the ground that cycles are not vehi-
cles, and are not included in the terms "pas-
senger train, passenger steamer, omnibus, tram-
car, dog cart, waggone, coach, carriage, or
other passenger vehicle." Lord Kyllachy de-
cided that a bicycle was not covered by the
foregoing description any more than a pair of
skates, and the company secured the verdict.

This decision should interest those who antici-
pated being "squeezed" to the tune of \$10 per
annum in virtue of the provisions of the
local *Vehicle Ordinance*.

RE THE BURNS' CENTENARY the *Times*
says:—"If we believe the testimony of
contemporaries to the impressiveness of
Burns' personality, to the brilliancy of his
repartee, the charm and variety of his conver-
sation, and the magic of his presence, we must
find it wonderful that so rare a blossom of human
genius should have sprung up in circumstances
of the most painfully repressive kind, and
infinitely sad that fate could provide for it no
better setting. With the more palpable offences
against decency and morality laid to the charge
of Burns we agree with Lord Rosebery that we
have, after all, very little to do. His vices were
the common vices of the time and the circum-
stances in which he found himself. Regarding
him merely as a poet, we may pass over these
things as, in Lord Rosebery's language,
'little and remote.' But if we accept the view
that we are dealing with a great personality as
well as a sweet singer, his domination by the
petty circumstances of a provincial town and its
subjugation by the habits of commonplace
companions constitute a puzzle and a tragedy."

THE Mission steam-launch *Day Spring* will
call at the wharf at 10 a.m. on Sunday, for
passengers, between 9 and 10.30 a.m. on Sunday,
to convey men ashore to the 11 o'clock service,
returning about 12.30 p.m.

DEFINITION OF "BROKER."—"Pa, what is a bro-
ker?" *Paga*: "A broker, my boy, is a man whose
chief aim in life is to reduce his clients to
that financial condition expressed by the term
'broke,' and it is for this reason he is called a
broker."—*Fairplay*.

It is in contemplation by Messrs. Sampson, Low,
Marston and Co. to publish a series of ten
volumes under the title of "Letters from the
East, or India Office 'O.C.' Records." The
work, which will be produced under the auspices
of the Secretary of State for India, will comprise
the earliest records of the East India Company,
including hitherto unpublished letters received
by the Company from the Captains and Agents
in the East, giving accounts of its struggles
with the Dutch and Portuguese for the monopoly
of commerce in India and the Eastern
Archipelago. These documents and letters go
back as far as 1600, and trace the consecutive
steps which led to the founding and building up
of the famous Company, also showing the early
adventures of the pioneer traders to China,
Japan, Persia, the Malay Peninsula and other
Eastern countries. It is claimed—that these
early struggles were accompanied by circum-
stances of the wildest romance, and we can quite
believe it. It is proposed, as stated, to issue
the series in ten volumes, at half-yearly intervals.
The price to subscribers will be eight guineas
the set.

UNDER the heading of "Complimentary Con-
versation a la Chinoise" (arranged for the reception
of a Chinese official visitor) a recent issue of
Punch has the following:—

May your Excellency stay in London a thou-
sand years, and be accompanied to all the sights
in town every day and night for a century.

China is more civilised and important than all
the powers of Europe put together, and the entire
British Fleet is not comparable with the small-
est junk from Peking.

Your Excellency is infinitely wiser than
the German Emperor, more accomplished than
the German Emperor, and calmer as states as the
Right Hon. Joseph Chamberlain.

The words that your Excellency will speak
will be treasured a million times more dearly
than the conversation of H. M. the late Sovereign
of Persia, and your sojourn amongst us, however
prolonged, will be quite as pleasing as the
flying visit of the Shahzade.

Compared to China, England is but a valley
beside a mountain; a small potato near a pile of
pumpkins.

But your Excellency understands the proverb,
"comparisons better no making," and, as the
Times sensibly observes, "will like us the better
if we do not overvalue either you or your country."

THE new pass through the reef at the entrance
of the port of Alexandria, recently completed, is
a most important work. It has been open to
ships by night as well as by day since July 1st,
1894, and, within a space of 30 feet at
extreme low water, places the beginning of the
present year. The *Egyptian Gazette* states,
however, that there is a sufficient depth of
water for one vessel at a time, drawing not
more than 23 feet of water, at all seasons
of the year, including winter gales. It having
been decided to begin on August 1st the authori-
sated levy of five pence per ton on all vessels, save
ships of war, using the passage, until a sum of
£25,000 has been collected, the present is a suit-
able occasion for reviewing something of the
curious history of the undertaking, in which the
navy has played a considerable part. The ap-
proaches to the harbour were surveyed after the
Crimean War by Commander Mansell and the
officers of the *Tartarus*, the chart of 1857, which
is still in use, being the result. In 1869 Com-
mander (now Sir George S.) Nares and the
officers of the *Newport* made a further careful
survey of the reef in the vicinity of the passes,
after which Messrs. Greenfield began the present
harbour works, and proposed a slight passage
through the reef as a complement to the
main work projected, and therefore, when the
Lords of the Admiralty visited Alexandria in
1878 in the *Himalaya*, on their return from
Cyprus, the contractors asked Captain F. T.
Ryans, hydrographer, and Colonel Paisley,
Royal Engineers, director of works, who were
on board, to prepare a technical report upon the
work. This was done, and the proposal was
made to cut a straight passage through the reef
half a mile to the south-west of the reefed
Boghas Pass, at a cost of £500,000.

THE HONGKONG GENERAL
CHAMBER OF COMMERCE.

At a monthly meeting of the Committee held
at the Chamber Rooms on the 19th instant there
were present:—Messrs. A. McConachie (Chair-
man), F. Smith (Vice Chairman), Hon. J. J. Bel-
l-Irving, G. B. Dodwell, N. J. Ede, T. Jackson,
St. C. Michaelson, N. A. Selts, Hon. T. H.
Whitehead, and R. C. Wilcox (Secretary).

MINUTES.
The Minutes of the last Monthly Meeting and
of a Special Meeting held 15th August were
read and confirmed.

NEW MEMBERS.
Messrs. Jebson & Co. and Messrs. Radecker
& Co. were elected members of the Chamber.

IMPORT DUTIES IN CHINA.
Read letter from Birmingham Chamber of
Commerce, dated June 22nd, acknowledging
receipt of Chamber's letter of 19th May enclos-
ing copy of letter to British Minister on above
subject.

Also letter from Hon. Sec., Hongkong branch
of China Association, dated 18th August, enclos-
ing telegram to London on subject.

BRUSSELS INTERNATIONAL EXHIBITION, 1897.
Read letter from London Chamber of Com-
merce, dated 3rd July, stating that they had
accepted invitation to assist in organising a
British section of above, and asking Chamber
to co-operate to obtain local exhibitors.

Resolved to publish letter, and to reply stat-
ing what had been done.

THE OPENING OF THE WEST RIVER.
On the 4th inst. letters were addressed to the
Foreign Office and to the British Minister at
Peking, asking whether there was any progress
in the negotiations for the opening
of the West River and other inland waterways
of Kwangtung to trade and steam navigation.
Copies of both were also forwarded to Hongkong
Government.

QUARANTINE AGAINST HONGKONG.
On the 28th July, a letter having been
addressed to the Government by the Chamber
calling attention to the steady decline of the
plague and asking when clean bills of health
could be granted to steamers leaving hence,
a letter had been received from the Colonial
Secretary, dated 18th inst., announcing that clean
bills of health were issued on the 7th inst. and
telegrams to that effect despatched to Singapore,
Manila, and Shanghai. Quarantine in Singapore
and examination in Shanghai have since been
dispensed with.

MR. JOHN ANDREW'S CLAIM.
Read letter from Colonial Secretary, dated
18th August, informing Chamber that the Canton
Government had paid to British Consul at
Canton the sum of \$2,182.52, amount of claim
preferred by Mr. Andrew for loss incurred
through the illegal action of the authorities at
Wuchow.

THE HARBOUR MASTER'S REPORT.
A letter having been despatched to the
Government on the 4th August, drawing atten-
tion to certain inaccuracies in the trade statistics
given by the Harbour Master in his report for
1895, a reply was received, dated 13th August,
from the Colonial Secretary, acknowledging
same, and expressing the Chamber's assistance
for the Harbour Master in compiling his returns.

Resolved to reply to effect that the Chamber
would be willing to lend such assistance as
they were not precluded from doing so by want of
exact figures, the information furnished in the
Chamber's letter being estimates only based on
the experience of persons connected with the
trade.

SPECIAL GAP ROCK LIGHT TAX.
A letter was addressed to the Colonial
Secretary, dated 14th August, calling His
Excellency the Governor's attention to the
pledge given by his predecessor that when the
purpose for which the Special Gap Rock Light
Tax of 15 cents per ton was fulfilled the same
would be abolished, and asking for this under-
taking to be carried into effect.

Read reply from Colonial Secretary, dated
14th August, stating the matter was receiving
the attention of the Government.

THE INCREASED TELEGRAPH CHARGES.
Consequent on a resolution passed at a
Special Meeting of the Committee, held
on the 1st August, to consider the
revised tariff of charges issued by the Joint
Telegraph Companies on the 31st July, telegrams
were despatched that afternoon to Shanghai,
Yokohama, Singapore, and Saigon Chambers to
the following effect:—

Hongkong

work of 20 cents per word—a "fighting rate" pure and simple—and the Companies adopted the same over their cables.

The companies of China and Hongkong have therefore since 1892 been reaping the benefit of low competition rates, and the Companies, by the pressure of this competition, have been prevented from doing in this region what they have done in all other quarters, namely, to revise the silver tariff, as exchange continued to fall, so as to make them fairly equivalent to the gold rate.

It is needless to say that no effort has been spared on the Companies' part to extricate themselves from this position, and by an agreement recently signed, and which has been carefully considered by Her Majesty's Government and finally approved, it has resulted that the principle is adopted that the official gold rate shall be collected in currency at a fair and equivalent rate of exchange.

This would seem to be a simple and logical principle and practice. For years past while it has cost 7½ to send a word from London to Hongkong, it has only cost 4½ to send one in the reverse direction. Lastly, advantage has been taken of this discrepancy by some firms who prepaid replies to their messages from China (at \$2 per word), thus obtaining the advantage of the low rate both ways.

In bringing the new Agreement into force the full equivalent of the gold rate has not been collected, but the tariff homewards is 6½ against 7½ outwards. The result is that the silver tariff from Hongkong and China is less than the silver tariff from Singapore, so that the China Companies are still in an advantageous position compared with Colonies nearer home.

As other Telegraph Administrations have been taken of this discrepancy by some firms who prepaid replies to their messages from China (at \$2 per word), thus obtaining the advantage of the low rate both ways.

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It must not be forgotten that the public, both in the United Kingdom and in her colonies, have been crying out for increased telegraphic facilities for some years past, and that schemes have been proposed for the laying of cables either from Canada or the United States to Japan which latter country may be induced to lend important pecuniary assistance to such a project. It is needless for me to point out that the recent action of your Companies, consequent upon the ratification of the Telegraph Convention at Peking, is eminently calculated to alienate public support and to invite opposition.

I am, dear Sir,
Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.
To J. M. Beck, Esq.,
Acting Manager in China,
E. A. & C. Telegraph Company, Ltd.
Great Northern Telegraph Company.

THE VENEZUELA BOUNDARY.

SUMMARY OF MR. STORROW'S STATEMENTS.

An advance copy has been issued of the first part of the brief submitted by Venezuela to the Commission appointed by the United States Government to investigate and report upon the true divisional line between Venezuela and British Guiana. This part contains the introduction and summary, and two other parts will follow containing a statement of the whole case, with quotations from the proofs and authorities, a more detailed examination of certain specific topics, and copies in full of the more important documents. At the outset the document recites Lord Salisbury's despatch of January 10th, 1886, which stated that to admit the claim of Venezuela to a boundary at the Essequibo River "would involve the surrender of a province now inhabited by 40,000 British subjects, and which has been in the uninterrupted possession of Holland and of Great Britain successively for two centuries." It declares that Venezuela offered to relieve the British Ministry of this embarrassment, when in asking for arbitration in 1890, it proposed to recognize in Great Britain a right to its settlements on both banks of the Essequibo.

The argument is directed to prove that the settlements of the Dutch and of the English in Guiana in the seventeenth century were confined to the rich alluvial swamps on the tide water of the ocean and of the river estuaries; they never attempted to have any settlement in the basin of the Cuyuni and Mazaruni above their lower courses, nor on the Essequibo above its lowest courses, nor on the coast region west of the Pomeroon. The British claim has, consequently, no basis except occupation. The British allegation is that at or before 1700 the Dutch had a temporary "post" in the Cuyuni basin and a "post" at Barima Point. But documents dating from that time show that these were at most mere shops for friendly trade with the older settlements of the Spaniards. Such "posts" are not an assertion on hostile dominion; they are a recognition that the Spaniards were already established there. It is alleged that between 1755 and 1770 the Dutch had for a short time a second "post" in the Cuyuni basin, and a second at Barima Point. It turns out from the contemporaneous documents from the Spanish and Dutch archives, that these were temporary bases, chiefly, if not entirely, for slave raids on the Spanish Indians; that the Spaniards sent expeditions against each as soon as discovered; and that the Dutch, by their right to do this on the ground of territorial sovereignty, the Dutch States-General never afterwards renewed their attempts, and indeed abandoned their claims.

It is upon these acts of attempted occupation (if they could be dignified by that word) that the English base their claim to the gold regions of the southern part of the Cuyuni basin, and of the Barima and Essequibo rivers, and the still more monstrous claim to hold the mouth of the Orinoco. The actual settlements of the Spaniards and the Dutch were separated by 150 miles of forest in which no white man lived. Between them was a natural barrier, a line of demarcation, which in a long series of years the Dutch and English settlements had never attempted to overpass; and which under a well-known rule of law formed at the time the international boundary. This line also defines the tract from which the Spaniards expelled the Dutch posts, and no part of which either Dutch or English ever again attempted to rest in until the invasion by an armed English force, after the English had got about a dozen years ago. The British claim, therefore, is limited to their settled districts, and cannot reach the ultra-settlement region.—Public Opinion.

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It must not be forgotten that the public, both in the United Kingdom and in her colonies, have been crying out for increased telegraphic facilities for some years past, and that schemes have been proposed for the laying of cables either from Canada or the United States to Japan which latter country may be induced to lend important pecuniary assistance to such a project. It is needless for me to point out that the recent action of your Companies, consequent upon the ratification of the Telegraph Convention at Peking, is eminently calculated to alienate public support and to invite opposition.

I am, dear Sir,
Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.
To J. M. Beck, Esq.,
Acting Manager in China,
E. A. & C. Telegraph Company, Ltd.
Great Northern Telegraph Company.

THE DECLINE AND FALL OF BRITISH INDUSTRIAL SUPREMACY.

(Continued from yesterday.)

THE SECRET OF OUR DEFEATS.
How is it that, after maintaining our position of industrial supremacy against all comers for a century, the British champion should now be threatened with defeat? Mr. Williams gives many explanations, only some of which need concern us; others no doubt have their influence, but, broadly speaking, we are losing the race for exactly the same reason that other champions lose other races. *We have grown fat and lazy.* It is the old story of the hare and the tortoise. The British Hare, feeling secure, has carelessly gaily ahead of all competitors, and then, finding that it had the course to itself, it lay down and snored. Mr. Williams, the German Tortoise, finding that his own unaided natural powers were inadequate to give him even a show in the international contest, mounted himself upon the motor cycle of applied science, and, before long, was able to get up sufficient speed to render the issue of the race a foregone conclusion—unless the hare wakes up, goes into training, and applies himself with a will to make up for lost time. The Germans are beating us all along the line for exactly the same reasons that they beat the French in 1870. They have taken more pains to know their facts; they have studied the task before them in a serious practical spirit, and they have gone to win. For our part we have acted just like Napoleon's marshals: we have planned ourselves upon our invincible prowess and our magnificent prestige. We have taken things easy, and have been, in short—to use the expressive Yankee phrase—"Too comfortable all round."

GERMAN CHEAP LABOUR.
Of course the pessimist will shrug his shoulders and insist that nothing can be done unless our working population begin to accept a standard of living which would enable our manufacturers to compete on equal terms with the Germans. "We are ruined by German cheap labour." That is what we are told on every side. Long hours and low wages enable our German competitors to cut the throat of the English, and there is no hope for an improvement as long as the English working man clamours for short hours and long wages, indulging every now and then in a ruinous strike which has the immediate effect of transferring orders wholesale to our German rivals.

Now there is no doubt something in this, but very much less than most people think. The most staggering piece of economic intelligence brought to the attention of the public last year was the report of the delegates of the British Iron Trade Association as to the condition of the iron workers in Germany. These delegates made a pretty exhaustive examination of a number of German iron works, and on their return made a report as to what they thought of German methods. Mr. Williams says:—
"It was found by the delegates of the British Iron Trade Association that for loading-plants German mechanics are paid at the rate of a franc per ton, whereas the Middleborough men get only 5s. 4d. An Englishman employed at certain iron works at Germany, who had once been at Darlington and Middleborough, and was therefore fitted to compare, disapproved the delegates thus:—'Undoubtedly our men are better off than the men in England. We pay, generally speaking, higher wages. You have some few who get higher wages than any men in our works, but the whole of the men we get higher wages than you pay. That is an absolute fact.'"

Mr. Williams further adds that the evidence of these delegates is fortified by the observations of such Englishmen interested in the trade who have travelled on the Continent to a not-taking spirit. The statistics of wages in Germany may be cited in confirmation. These show not only that the German's working income averages very fairly with the English, but that the German's wages are on a pretty steady upward grade. Nor is this confined to the iron and steel trades:—
On the whole, wages in textile Germany average pretty equally with wages in textile England. Here and there, however, they are actually higher; and I have been told of German factory girls who clear their fourteen marks a week for just such work as in Belfast is done for 6s. to 7s. The German hours are but little longer than the English, and are in process of reduction.

The most effective reply, however, to those who maintain that it is a question of cheaper labour is contained in the following paragraph:—
"Belgian wages in the mining and iron trades are lower than German. Yet Belgium complains more of German competition than does Germany of Belgium. The wages of New York printers are higher than those of London printers, yet they turn out cheaper work."

CHEAP RAILWAY RATES.
Broadly speaking, Mr. Williams thinks German railway rates are about half those which the English have to pay. This he thinks is due to the fact that railways in Germany are largely owned by the State, whereas all our lines are run for the purpose of making a big dividend as possible. State subsidies to steamship companies, and a general facilitation of means of transport, so that any one can book goods to any part of the world from any place in Germany at through rates, tend no doubt to make the way smooth for the German competitor. As the Germans proceeded up in the adoption of the parcel post, so by their combined rates and through cheaper rates goods are carried in many cases more cheaply from German ports even into English possessions than they are from Liverpool and London.

SECRETS OF GERMAN SUCCESS.
Dismissing this subsidiary and more or less extraneous aid to German success, Mr. Williams comes to the root and core of the whole matter when he says that though the Germans are beating us they deserve to beat us. They take more trouble than we do, they turn out better work, and they are much more alert in every department to avoid waste, to please a customer, and to extend their business; in other words, the Germans are better up to their work than we are, and nothing will do any good until that fact is plainly recognized:—
Up to a couple of decades ago Germany was an agricultural State. Her manufacturers were few and unimportant; her industrial capital small; her export trade was too insignificant to merit the attention of the official statisticians; she imported largely for her own consumption. Now she has changed all that. Her youth has crowded into English houses, has wormed its way into English manufacturing secrets, and has enriched her establishments with the knowledge thus obtained. She has educated her people in a fashion which has made it in some branches of industry the

superior, and in most the equal of the English. Her capitalists have been content with a simple style, which has enabled them to dispense with big immediate profits, and to feed their capital. They have tolled at their desks, and made their sons do likewise; they have kept a strict controlling hand on all the stages of their businesses; they have obtained State aid in several ways—as special rates to ship goods; they have fastidiously themselves into every part of the world—civilized, barbarian, savage—learning the languages and patiently studying the wants and tastes of the several peoples.

GERMAN SCHOLARS AND ENGLISH SCHOOLMASTERS.

It is lawful to learn from an enemy, and, as a matter of fact, it is usually from our enemies we learn the most. Germany recognised that long ago, and they set themselves with characteristic energy to sit at our feet and learn all that we had to teach them. Fifteen years ago, when the English Iron and Steel Institute visited Berlin, Dr. Henman Wedding told his guests frankly that Germany had gone to school with the English iron masters; they had, however, improved upon their masters. Dr. Wedding's words are worth quoting:—
"We may not refuse to acknowledge—it were indeed ungrateful to pass over in silence before our English guests—the fact that by far the greater number of important inventions and improvements in the manufacture of iron have proceeded from Great Britain; but yet, our English visitors, will also acknowledge, as soon as you shall have learned to know our iron industry, that, on the other hand, the Germans have known how to adapt that which they have received from you to their local circumstances with advantage, and to develop it in a way peculiar to themselves."

Now was it only in the iron trade that the Germans were not about taking lessons from the English. Mr. Williams says:—
"An English manager of one of the largest works in Bavaria told the Commissioners that:—'Germany, thirty years ago, as compared with England, was simply nowhere; but, placing English and German workshops side by side now, we should find the progress made in the latter had been simply marvellous. During all these years the Germans have been following the English step by step, importing their machinery and tools, engaging, when they could, the best men from the best shops, copying their methods of work and the use of the steam engine, to England in large numbers for the very purpose, and, wherever they have deemed it expedient, they have engaged English managers and artisans to go to Germany, and work in the factories there. But it is significant that the German inventive genius, which in the past was somewhat backward, is now developing at a rate which bids fair soon to place the German beyond the need of English models.'"

MORE SCIENCE AND LESS RULE OF THUMB.
This is, no doubt, the greatest of all the secrets of German success. Our practical men sneer at the German who is so abundantly employed in the German works. So it was the custom in the French barracks to teach the young professors of the German army, and all the other sciences, that the fact that the German inventor's genius, which in the past was somewhat backward, is now developing at a rate which bids fair soon to place the German beyond the need of English models.

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SIEMSEN & Co.,
General Managers.
Hongkong, 21st August, 1896. [1317]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR TIENTSIN (DIRECT).
THE Company's Steamship"KWONGSANG." Captain Stalker, will be despatched as above
on MONDAY, the 24th instant, at 4 P.M.,
instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st August, 1896. [1220]"SHIRE" LINE OF STEAMERS.
FOR YOKOHAMA."MERIONETHSHIRE." Davies, Commander, will be despatched for the
above Ports on TUESDAY, the 25th instant, at
Noon.
For Freight or Passage, apply to
DODDWELL CARLILL & Co.,
Agents.
Hongkong, 20th August, 1896. [1315]FOR SINGAPORE, PENANG AND
CALCUTTA."CATHERINE APCAR." Captain J. G. Offert, will be despatched for the
above Ports on TUESDAY, the 25th instant, at
Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 21st August, 1896. [1302]"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG."NERITE." Captain Daniel, will be despatched as above
on TUESDAY, the 25th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 13th August, 1896. [1250]"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL."GLENESK." Captain Glegg, will be despatched as above on
SATURDAY, the 23rd instant, at 4 P.M.,
instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 17th August, 1896. [1275]OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL."DIOMED." Captain Bartlett, will be despatched as above
on TUESDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th August, 1896. [1313]"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND
LONDON."FLINTSHIRE." Captain Dwyer, will be despatched for the above
Ports on or about the 15th September.
For Freight or Passage, apply to
DODDWELL CARLILL & Co.,
Agents.
Hongkong, 20th August, 1896. [1233]

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A. I. L. American Ship"CHARLES E. MOODY." Captain Leonard, is loading here for the above
Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 5th August, 1896. [1045]FOR BALTIMORE.
THE 3/3 L. I. American Ship"ISAAC REED." Captain F. D. Waldo, is loading here for the
above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 5th August, 1896. [1055]FOR NEW YORK.
THE 100 A. I. American Ship"PAUL REVERE." Captain, Master, shortly expected from SHANGHAI,
will load here for the above Port, and will have
quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 14th July, 1896. [1075]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th September.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 30th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October.THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Piddar's Street. [3]OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS
AND
ATLANTIC AND PACIFIC CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
Doric (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 25th August,
at Noon.Belge (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 12th Sept.,
at Noon.Coptic (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 30th Sept.,
at Noon.

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on TUESDAY,
the 25th August, 1896, at Noon. Connection
being made at Yokohama with Steamers from
Shanghai.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England
and France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All Passengers should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 10th August, 1896. [2]F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS AND
GENERAL COMMISSION
AGENTS.PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAMIER'S PATENT MOTOR LAUNCHES
&c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.REASONABLE PRICES.
Hongkong, 14th May, 1896. [40]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table,
DOCTOR and STEWARDESS carried.HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS, The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar 1,3601 Tuesday ... Aug. 25.
Tacoma 1,449 Thursday ... Sept. 3.
Victoria 1,167 Monday ... Sept. 21.
Olympia 1,3601 Friday Oct. 9.
Braemar 1,3601 Tuesday ... Oct. 27.

THE Steamship

"BRAEMAR." Captain E. Porter, sailing at Noon, on
TUESDAY, the 25th August, will proceed to
VICTORIA, B.C., and TACOMA, Wash., via
SHANGHAI, KOBE and YOKOHAMA.Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.Parcels must be sent to our Office (with address
marked in full) by 5 P.M. the day previous to
sailing.For further information as to Passage or
Freight, apply to
DODDWELL CARLILL & Co.,
General Agents.
Hongkong, 1st August, 1896. [4]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"RAVENNA." Captain E. St. John, carrying Her Majesty's Mails,
will be despatched from this Port for BOMBAY, &c.,
on THURSDAY, the 29th August, at Noon,
taking Passengers and Cargo for the above Ports.
This steamer connects at Bombay with the S.S.
Pentapolis, leaving that Port on the 19th Sept.
for London direct.Silk and Valerables, all Cargo for France,
and Tea for London (under arrangement) will be
transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 13th August, 1896. [431]

NORDDDEUTSCHER LOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAHLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.PORTS IN THE LEVANT.
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHERN PORTS
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)Damen Tuesday ... 15th Sept.
Frisia Tuesday ... 13th Oct.
Frisia Tuesday ... 10th Nov.
Sachsen Tuesday ... 8th Dec.
Damen Tuesday ... 5th Jan.Frisia Tuesday ... 2nd Feb.
Frisia Tuesday ... 2nd March.ON TUESDAY, the 15th day of September,
1896, at 9 A.M., the Company's Steamship
"BAYERN," Captain B. Blanke, with MAILED
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
Genoa.Shipping Orders will be granted till NOON on
SATURDAY, the 15th Sept. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 14th Sept. and Parcels will be received at
the Agency's Office until NOON on MONDAY, the
14th Sept. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs and Parcels should not exceed Two Feet
Cubic in Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 18th August, 1896. [1501]Printed and Published by CHESNEY
DUNCAN at No. 4, Piddar's Hill, in the City
of Victoria, Hongkong.